

Cricklewood



Sutton's Locomotive Workshop



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Dear Fellow Railway Modellers,

ENGINEERING A BETTER BREED OF 'RAT'

SUTTON'S LOCOMOTIVE WORKSHOP is pleased to be able to reveal that its new 4mm scale model is the **BRITISH RAILWAYS CLASS 25 DIESEL LOCOMOTIVE**. More specifically, we are depicting the later (re-styled) machines encompassing part of the 25/2 and the 25/3 sub-classes, introduced to the network from 1963. This exciting new release builds on the success of our first locomotive model that received widespread acclaim for its impressive level of detail, control and sheer play-value. The SLW Class 24 has delighted thousands of modellers, collectors and enthusiasts with the press reviews having been equally glowing. Feedback from our 'accuracy comes first' and 'continuous improvement' mantras has been extremely positive so we set ourselves the difficult task of creating a product that surpasses our earlier benchmark... With our brand new Class 25, we are convinced that goal has been achieved.

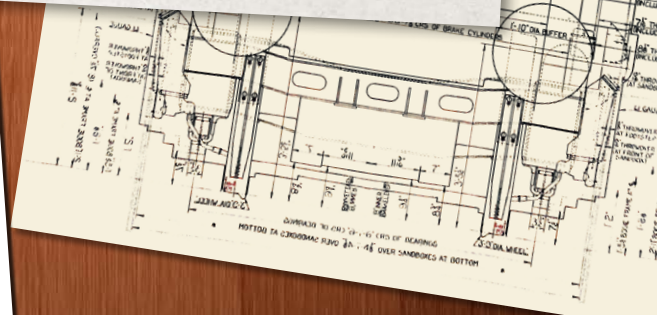
We're not usually ones for making advance announcements or providing running commentaries on our projects. This communiqué is an exception, prompted by a wish to avoid disappointing our loyal followers and supporters. We have been working behind the scenes for some time on this new model, as proven by the ability to show you complete and working examples. We are, of course, aware that the big manufacturers are promoting similar projects.

We wondered how our long-term customers would feel if they had recently bought another brand of model locomotive only to find that a superior SLW product became available shortly afterwards? It was quickly realised that we could be spending an awful lot of time rebuilding trust and answering the all-important question: "Why didn't you say something to me sooner?".

Although SLW satisfies a healthy niche within the hobby, there is always some cross-over with the 'mainstream' market. Therefore, we present this otherwise privileged information now, in order for you to be in possession of the facts before making any purchasing decisions.

The on-line discount retailers and big manufacturers are now encouraging you to place pre-orders for their alternative offerings. If you're not too hasty, you will have plenty of time to make your own comparisons with the new SLW Class 25. Our promise to tackle more subjects is now being honoured thanks to you making the Class 24 such a triumph. As a small independent business with a philosophy that's rooted in accuracy over financial gain, your vote is needed to thrive in an increasingly crowded market. We think... you deserve a 'proper job' to be made of this important diesel type. We believe... you'll trust SLW to deliver. We know... you will not be disappointed!

Philip Sutton



Building a better 'Rat':

Research you can really trust

To ensure our model is as definitive as possible, I sought out and toiled for weeks over dusty original Derby Works drawings. We rely only on first hand sources - no book drawings of dubious parentage for SLW! Several comprehensive digital measuring and photo surveys of actual locomotives were conducted and the results combined to form the bedrock of the computer-aided design process. Provenance comes from our Class 24 where double-checking against contemporary and archive images took place at every stage of drawing creation to ensure the ultimate in accuracy. If you are being asked to part with 'hard-earned' cash then surely you want your new model to be 'spot-on', don't you?

When will the models arrive?

The obvious big question is: "How long will I have to wait until I can get my hands on these new Class 25s?" The final fully-working samples have been approved and decorated models have received the 'green light'. Money has changed hands and production is due to begin shortly with UK delivery anticipated for the end of the summer. The only personal frustration is that - unlike with the previous Class 24 runs - I cannot be in China next month to see the Class 25 in production first hand, due to the lockdown.

The present situation precludes a formal launch party for the SLW Class 25, where you would have been able to inspect, handle and see the models put through their paces on Mostyn. This was to co-incide with the 30th anniversary of *Tamworth Castle's* last main line run at the end of March. Instead, we will be releasing more online content shortly.

'This time it's personal': A catch-phrase borrowed from the movie world, sums up this Sutton's Locomotive Workshop project. **Philip Sutton** explains that the quest for a decent late Class 25 model was more than 40 years in the making.

THE RELEASE of the 'flat-sided' Class 25 will be pinnacle of a 40-year long personal association with the type. It all began back in the late-1970s with 'Circle of London' spotting trips to St. Pancras, Cricklewood and Stonebridge Park sidings where the spluttering 'go anywhere, do anything' Sulzer Bo-Bos became instant favourites. They may have been nicknamed 'Rats' because they were so widespread but to a Cockney lad living in South London they were a bit of a northern novelty. Modelling projects followed, including a journalistic debut in *Scale Model Trains* magazine describing the re-working of the 1977 vintage Hornby 'OO' gauge model.

Later - in the '80s & '90s - I photographed and chased haulage behind the remaining machines as their number quickly dwindled and was closely associated with *Tamworth Castle's* swansong on the national network. More recently, in 2007, I promoted the type's main line return with the first use of the North Yorkshire Moors Railway's D7628 to Whitby.

Passion becomes obsession

I am convinced the SLW recreation of this useful mixed-traffic loco will prove to be the ultimate model with which to rekindle memories. Despite looking simple, the shape is deceptively complex. Particular attention was paid to the all-important 'face', cabside taper, front curvature and the headcode box area. Roof details take in all possible period variations.

The new Class 25 utilises the same powerful smooth-running 'Black Cat' five-pole motor and alloy chassis that has been proven under thousands of Class 24s. It runs on correct-pattern wheelsets available in 'OO', 'EM' & 'P4'

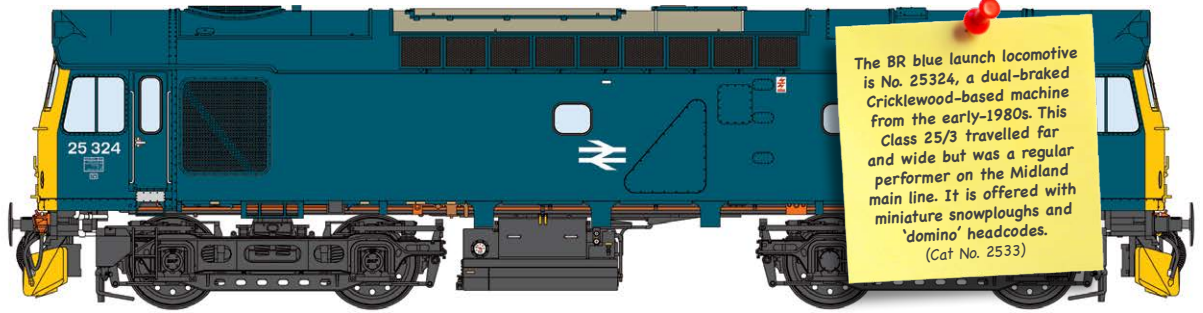
"This is no pipe-dream or ambition. This is reality. The complicated tooling is complete. The decoration has been passed. The final samples have been examined, refined and approved."

gauges. There are photo-etched metal grilles throughout and incredible looking bufferbeams with snowploughs. Don't take my word for it - these images should do all the talking needed...

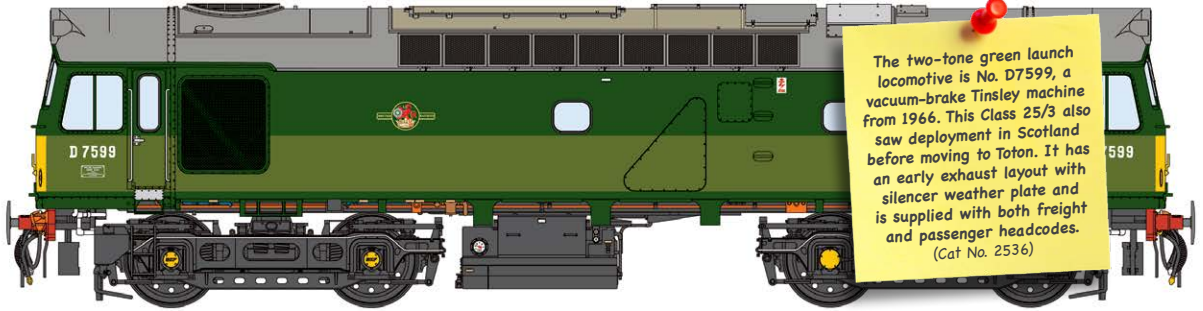
I hope to enjoy your support for this venture, created and fully self-financed by a real modeller for modellers. Product reservation is now open! (see over).



The new SLW Class 25



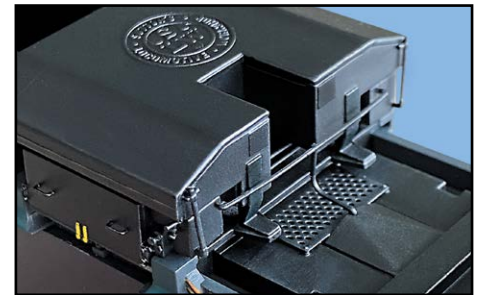
The BR blue launch locomotive is No. 25324, a dual-braked Cricklewood-based machine from the early-1980s. This Class 25/3 travelled far and wide but was a regular performer on the Midland main line. It is offered with miniature snowploughs and 'domino' headcodes. (Cat No. 2533)



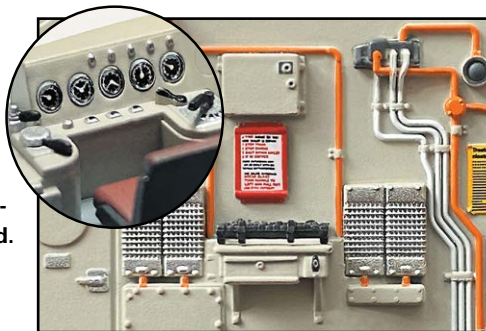
The two-tone green launch locomotive is No. D7599, a vacuum-brake Tinsley machine from 1966. This Class 25/3 also saw deployment in Scotland before moving to Toton. It has an early exhaust layout with silencer weather plate and is supplied with both freight and passenger headcodes. (Cat No. 2536)



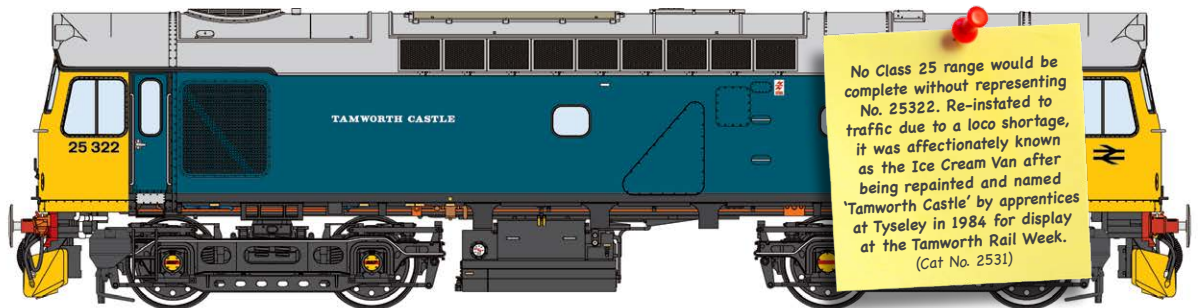
It's not just the exterior where we have been pushing the boundaries of manufacture and decoration. Inside the cab, the new Class 25 has even more detail than our Class 24 with exquisitely rendered bulkheads including pipe and conduit runs along with a separate hot-plate. We believe it becomes the first British-outline 4mm scale model to feature an illuminated instrument panel. Yes, we've even added the gauge faces and needles!



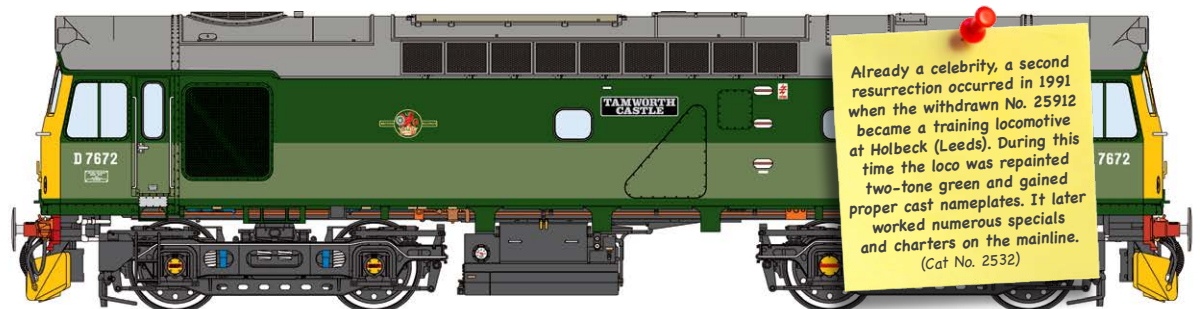
Our attention to accuracy extends to the provision of two styles of fully-populated bufferbeam. Both vacuum-braked and dual-braked (air and vacuum) versions feature all the correct hoses and multiple-working cables. Where appropriate, removable miniature snowploughs, of the correct three-blade design with mounting points, are fitted. The Class 97/2 ETHEL mobile power supply version of the model (see overleaf) includes the ETH supply cable receptacles.



From the outset, the aim for the Class 25 was to be the definitive model, so there is precision to be found even in places where it is not immediately visible. Distinctively-shaped fuel tanks include an inspection cover and separate drain valves. The engine room sealing plate sump drain is also reproduced with discharge pipe and protective etched steel mesh cover. A mechanical or electronic speedometer is fitted on one axle dependant on which sub-class is being portrayed.



No Class 25 range would be complete without representing No. 25322. Re-instated to traffic due to a loco shortage, it was affectionately known as the Ice Cream Van after being repainted and named 'Tamworth Castle' by apprentices at Tysely in 1984 for display at the Tamworth Rail Week. (Cat No. 2531)



Already a celebrity, a second resurrection occurred in 1991 when the withdrawn No. 25912 became a training locomotive at Holbeck (Leeds). During this time the loco was repainted two-tone green and gained proper cast nameplates. It later worked numerous specials and charters on the mainline. (Cat No. 2532)

Top-level specification with detail to match

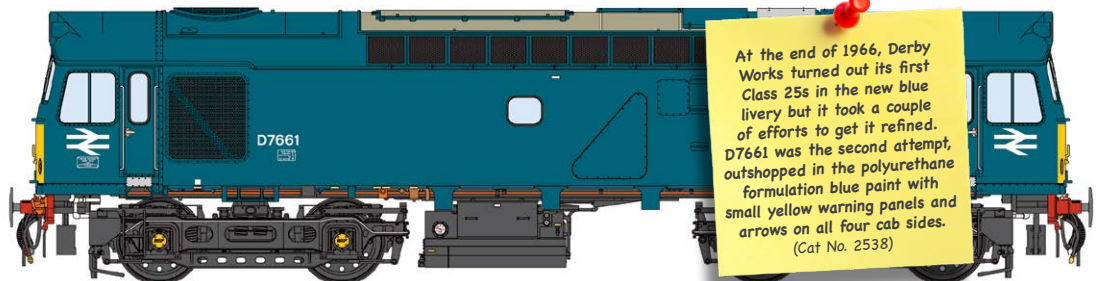
- More than 350 components in each model
- Correctly-proportioned scale bodysells
- Period specific detailing differences
- Authentic pattern driving wheels
- Engine room and cab interior lighting
- Illuminated interchangeable headcodes
- Glowing driver's desk instrument panel
- Amazing cab interior detail with cooker
- Sprung buffers with 'grease mark' depiction
- Incredible double-speaker sound system
- Revolutionary proportional braking button
- Enhanced super-capacitor 'stay-alive' unit
- Latest 'clear-view' flush-glazed windows
- Separately-fitted bogie brake pipe runs
- Two styles of sandbox and battery box
- True-to-scale separate windscreen wipers
- Ultra-fine decoration inc. solebar pipe runs
- Flexible scale metal screw-link couplings
- Optional three-piece miniature snowplough
- Full complement of bufferbeam connections
- Stainless steel etched grilles throughout
- Etched nameplate and headboard (D7672)
- Reliable and proven heavy die-cast chassis
- Powerful smooth-running five-pole motor
- All-wheel electrical wiper pick-up and drive
- Available with 'OO', 'EM' or 'P4' wheelsets
- Kinematic NEM-standard coupling pocket

More liveries just down the line!

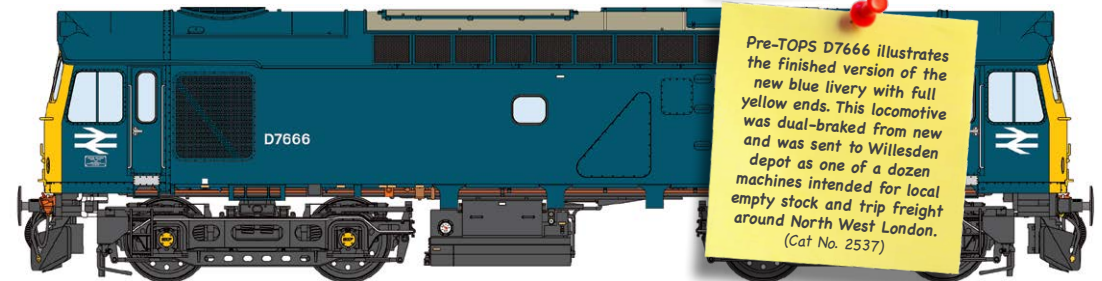
As a cottage industry, SLW simply does not have the resources available to send out all our production in one go. Following the initial four releases, further significant colour schemes (as shown here and also available to reserve now) will be added to our range and despatched every few weeks or so. This spreads our workload and, hopefully, your modelling budget without the fear of missing out.

These releases cover the majority of the liveries that the class has carried, spanning its working life and geographic sphere of operation - truly something for everyone.

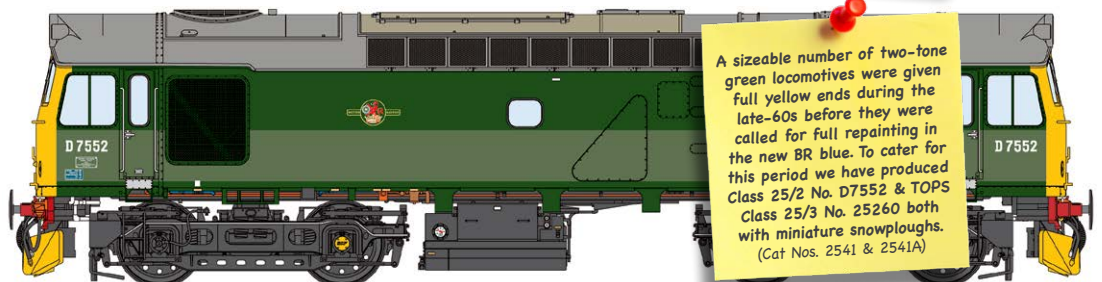
There should be plenty enough to go round but, just in case, we will have further models waiting in the wings and ready to go. We won't go into too much detail now, but they are sure to be of interest once you've taken a big bite out of these first eight versions. Let's just hope you have a big appetite for pasties or haggis! There's a few nice surprises included too... You know what you need to do!



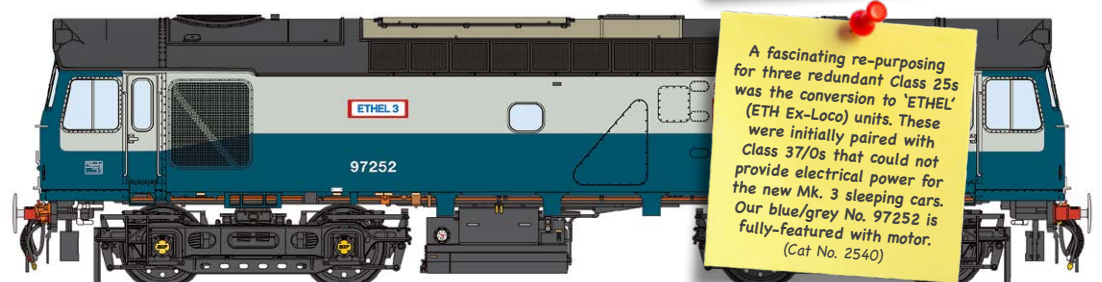
At the end of 1966, Derby Works turned out its first Class 25s in the new blue livery but it took a couple of efforts to get it refined. D7661 was the second attempt, outshopped in the polyurethane formulation blue paint with small yellow warning panels and arrows on all four cab sides. (Cat No. 2538)



Pre-TOPS D7666 illustrates the finished version of the new blue livery with full yellow ends. This locomotive was dual-braked from new and was sent to Willesden depot as one of a dozen machines intended for local empty stock and trip freight around North West London. (Cat No. 2537)



A sizeable number of two-tone green locomotives were given full yellow ends during the late-60s before they were called for full repainting in the new BR blue. To cater for this period we have produced Class 25/2 No. D7552 & TOPS Class 25/3 No. 25260 both with miniature snowploughs. (Cat Nos. 2541 & 2541A)



A fascinating re-purposing for three redundant Class 25s was the conversion to 'ETHEL' (ETH Ex-LoCo) units. These were initially paired with Class 37/0s that could not provide electrical power for the new Mk. 3 sleeping cars. Our blue/grey No. 97252 is fully-featured with motor. (Cat No. 2540)

Ready-to-roll with sound and 'stay-alive'

All of our brand new models are available with superb DCC sound and supercapacitor 'stay-alive' option **straight out of the box**. You won't have to worry about awkward chip or speaker installations. Our Class 24 set the benchmark for sound with its twin-speaker system. The Class 25, using new and exclusive recordings, takes a further leap by pioneering the latest **true 16-bit resolution digital technology** resulting in incredible, crystal-clear CD quality sound. Advances also see the stay-alive unit nearly trebled in capacity.

How to order your new SLW models

You can reserve all these Class 25 models on our webshop at: www.railexclusive.com Alternatively, if you feel more comfortable chatting to a real person about the specification that is right for you, then **call us on 01780 470086**. Please be patient if the telephone line is busy. Unlike other companies, there is absolutely no risk to you by placing an advance order. **Our policy has always been that we never take deposits or advance payment and will charge you only on actual despatch.**



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